

SIO Shipyard Representative Bi-Weekly Progress Report		
Project: AGOR 28	Contract No.: N00014-12-C-0305	Shipyard: Dakota Creek Industries
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Q11. Meetings:

- Attended weekly conference call

2. The following Shipyard Question Submittals reviewed and commented on:

No questions this reporting period

3. Logistics:

- Continuing to work on initial outfitting lists for Sally Ride.
- Initial Galley outfitting approved to order
- SCBA mounting boxes in transit and scheduled for delivery Anacortes.

4. Operator Concerns:

- **Starboard Drive Failure** – Siemens has reinstalled the repaired AIM, ALM and DC Link breaker into the starboard drive cabinets. Testing and programing is ongoing, with a sea trial scheduled for tomorrow. A new DC Link breaker is on order and will be installed upon delivery. A new PCV10A measuring transducer is on order to replace one that failed. This transducer provides analog signals to the two DC Volt Meters located on the DC Links cubicle. These meters are redundant as the voltage reading is available on the motor controller HMI's.
- Crew Fam – The crew fam schedule has been modified to accommodate the changes caused by the drive failure.
- Ballast Tank Coatings – Monitoring GDR's for coating issues on Armstrong. WTA for pre delivery ballast tank inspection on Ride is in the works.
- **Anchor Windlass** – Port and Starboard Anchor Windlasses were tested during sea trials. For both the port & starboard, the "freefall is not totally clean, but it is always in control. It demonstrates that the brake controls well at all times". The walk-outs were skip free for the first two shots on each windlass, with some skipping while walking out the third shots on both windlasses. The operators understand the issues and can work with the known deficiencies until changes are made to improve the system.
- **Steering Hydraulics** – Reports from Armstrong indicate that the system hydraulics over heat during DP operations. There are also reports that while in tropical conditions and while in autopilot, the hydraulic oil temps are warmer than expected. The OEM recommends a normal maximum operating temperature of 125-degrees F. A cooler may be necessary to correct this issue.
- **Uncontaminated Sea Chest** – The sea chest relocated on Armstrong. SIO will be relocating the sea chest on Ride during the Phase III docking; pending a satisfactory performance on Armstrong.
- **Test & Trials** –
 - DCI Test & Trials – 136 total procedures with 119 @ 100%.
 - Dock Trials completed
 - Vendor Trials completed.

- **Acoustic Tiles & MLV** –No additional information on what materials are to be used for the Traction Winch Room or MMR bilge tops, if any. Waiting for NCE's post sea trial noise report.
- **Sanitary Construction Cert** – DCI was not able to obtain the FDA Certificate of Sanitation for Armstrong because the sewage discharge is ahead of the water maker suction.
- **Ride Anti-Fouling Paint** – The anti-fouling paint has failed due to an application error. The yard will correct this issue during a planned docking prior to Builder's Trials. With the dry-docking cancelled, the paint repairs will most likely be during Phase III if it occurs at DCI.

5. Sally Ride Progress:

- Crew Fam has begun with 18 SIO participants.



- **Mock INSURV** – The dockside portion was completed, with a few outstanding issues remaining to be taken care of. These include tests that could not be completed without a working BlueDrive. The OWS had a fault and the vendor is scheduled to be on site to remedy. The RO's will be tested tomorrow.
- **Mock INSURV**- The at sea portion is scheduled for 20 and 21 February, contingent on a successful UW trial of the Starboard Blue Drive tomorrow.
- **Lab Spaces** – Finish work continues in the labs.
- **Aft Control Station** – Located the chair. The carpenter is finishing the trim and overheads in this space.



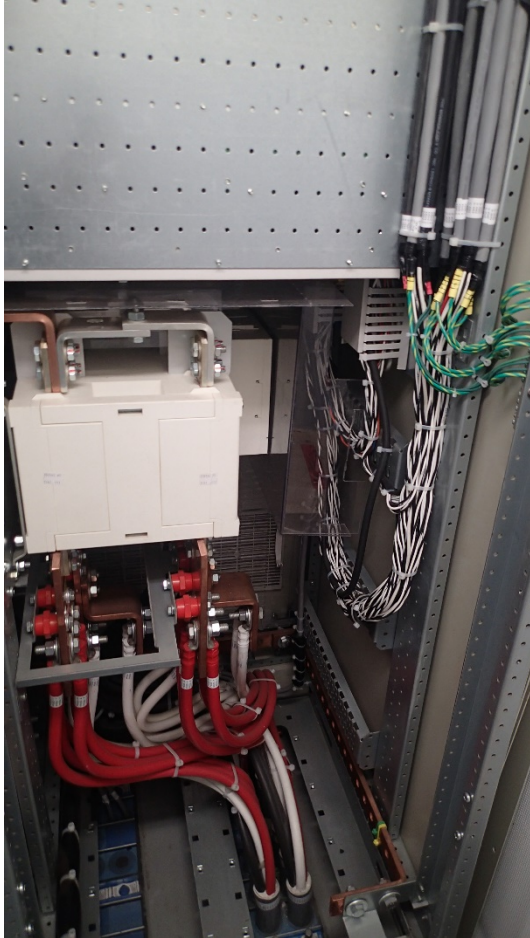
- Blue Drives – AIM, ALM and DC Links Breaker installed
AIM – Dockside testing successful. UW tomorrow morning for grooming and full power testing.



ALM



DC Links Breaker – DC will relug and reroute some of the DC Links Cables to eliminate the areas where the bend radii were deemed to be unsat.

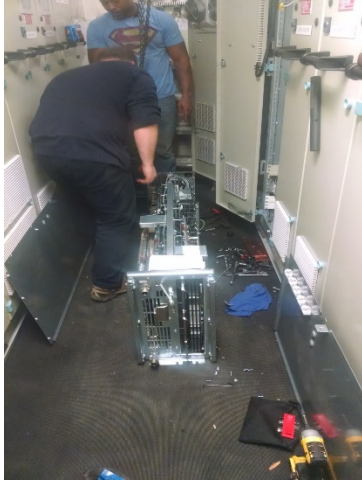


5. Captain Desjardins' Observations:

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GOOD

Work continues on ALM/AIM install. Unit dock tested Sat today...U/W as planned tomorrow.

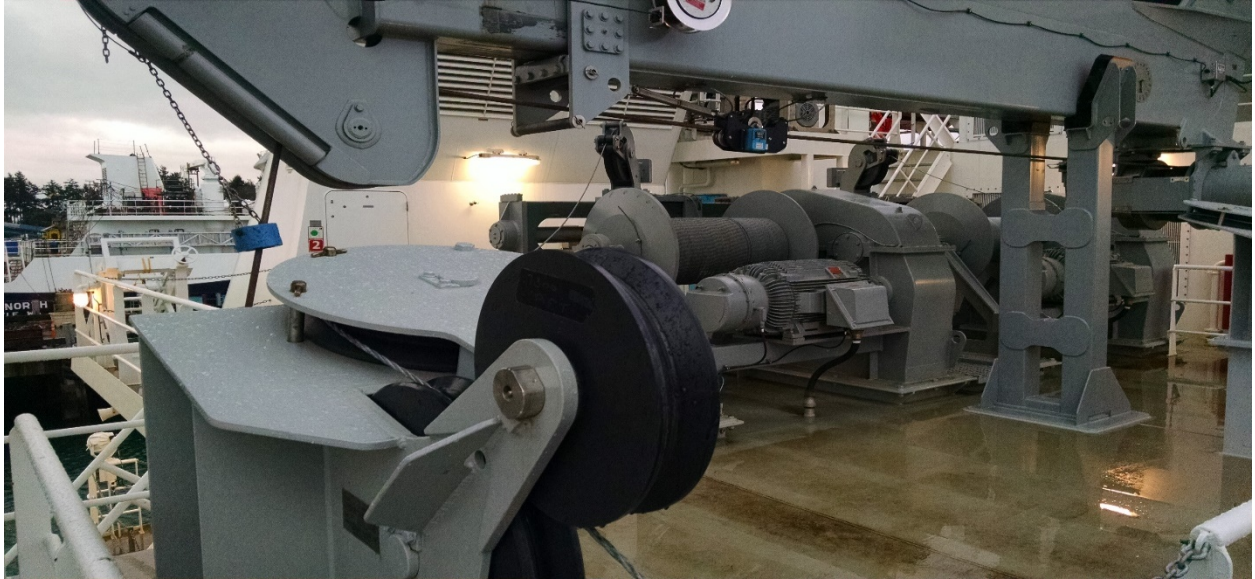


Handles for Bridge port and stbd side sliding windows reinstalled with better adhesive. Should be good now. Have to remember to lift up on handle before attempting to slide.



Woody has expressed concern with potential interference of ships main crane and CAST 6 winches. SIO plans to swap forward CTD handling arm with the after overboarding arm. This may exacerbate potential interferences with stowed crane. A possible solution would be to stow the crane athwartships (head of the boom aft of the stack). This might be something to do when CAST 6 winches are in use. Crane stowage as built probably best for normal ops. Have to check this possibility out once we have the ship. There is a possibility that stowing the crane athwartships will improve stern visibility from

wheelhouse. .



Bad

Accommodation Ladder demo didn't go real well for MOC INSURV...Installed davit doesn't reach outboard far enough to allow the gangway to be lowered onto the pier. Utilizing the ships main crane to spot the end of the gangway further outboard is a good workaround. Deck height of the pier may be an

issue in some locations. May have to carry a portable gangway for some ports.



Level wind diamond screw for forward CAST 6 winch showing signs of light rust. Winch was tested some time ago, rust needs to be cleaned up and grease reapplied on both CAST 6 winches.



Forward masthead light visible from the bridge. 225 degree screens are properly installed but light fixture is slightly wider than the screen covers. Contract calls for a screen beneath to shield the bridge from the light but nothing about screens to the sides. The primary filament on this navigation light also seems to fail on Armstrong whenever the anchor is housed, we have had two such failures on Ride.

Possibly both issues can be solved by replacing this fixture with a LED type. Mike Bankroft is investigating.

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Good

Work continues in labs. Carpenters are more or less the only people working aboard. Spaces are nearing completion.





Winch Shack overhead installed, awaiting ventilation covers.



Door stops/holdbacks starting to be installed...these two on exterior doors don't seem correct. The hook is doing all the work. Not sure this is the best type of "stop" for this location. Will talk with Adam.



Kick hazard eliminated for the Chart room ECDIS...not exactly the way I would have done it but hard to argue effectiveness. Back side is open allowing for some ventilation. .



ADA head receiving the last of the installs.

